

**Congress of the United States**  
**House of Representatives**  
Washington, DC 20515-1303

December 10, 2009

Carole R. Doris  
Chairman  
Metra Board of Directors  
547 W. Jackson Blvd.  
Chicago, IL 60661

Dear Chairman Doris:

As members of the Illinois congressional delegation, we write regarding Metra's cancellation of Request for Proposal (RFP) #16874 for ten new diesel-electric passenger locomotives and its intention to issue a new RFP for ten multiple-engine genset locomotives to transport passengers. We strongly encourage Metra to reconsider this decision and include both locomotive types in the new RFP. At a minimum, opening the RFP will provide Metra with the opportunity to make an informed selection based on technology, product, and performance. It will also expand the potential applicant pool, thus allowing Metra to better consider other critical factors, such as job impact in Illinois and a manufacturer's labor practices.

As you know, diesel-electric passenger locomotives have earned a strong reputation for performance, reliability, and fuel efficiency. They load quickly, thereby improving schedule time, and are environmentally friendly, emitting low levels of NOx, diesel particulates, and greenhouse gases. Due to their ease of use and durability, they have become the backbone of the North American passenger and commuter rail fleet. At the same time, multiple-engine genset locomotives provide rail yard and switching operations.

Given the differing strengths and advantages of diesel-electric passenger locomotives and multiple-engine genset locomotives, it would seem necessary to at least have the ability to evaluate them comparatively. Unfortunately, Metra will not be able to conduct this evaluation or consider many individual proposals if diesel-electric passenger locomotives are excluded from the new RFP. From the perspective of the taxpayer, limiting the RFP will decrease competition and could jeopardize Metra's efforts to secure the highest quality product at the lowest possible cost.

The decision to exclude diesel-electric passenger locomotives from any consideration could also negatively impact good-paying jobs in Northeastern Illinois. In fact, one of the largest producers of diesel-electric locomotives in the world is La Grange based Electro-Motive Diesel (EMD). With 1600 salary and union employees at their La Grange facility, EMD has long supplied locomotives and engines to passenger railroads. As you know, Metra's fleet currently consists of 163 EMD powered locomotives.



Metra's employees are highly familiar with the operations and maintenance of diesel-electric locomotives. For this reason and others, the Commuter Rail Labor Association, a coalition comprised of various rail labor unions ranging from the International Brotherhood of Electrical Workers to the United Transportation Union to the International Association of Machinists to the Brotherhood of Locomotive Engineers and Trainmen, publicly supports the purchase of diesel-electric locomotives.

Given all the facts, we strongly urge Metra to include both diesel-electric passenger locomotives and multiple-engine genset locomotives in the new RFP for ten passenger locomotives. Including both types of locomotives will not only provide Metra with the means to make an informed selection based on merit, but will also help provide for a fairer consideration of other key factors.

We greatly appreciate your consideration of our views and look forward to continue working with you as we enhance and modernize Chicagoland's transportation system.

Sincerely,

Daniel Zipsen

Alan Kim

Samuel Moraglio

Robert Suh

Judy Biggert

Danny H. Davis

Bill Foster

Arnie Halvorson